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COULD DELAWARE join Wichita and Seattle as a major aircraft manufacturing center? Delaware officials, who last week announced an agreement with Swearingen Engineering and Technology for construction of the SJ30 production facility in a new industrial park adjacent to Dover Air Force Base, told *BA* they are in discussions with six other aviation firms about locating manufacturing plants there. An official in the state insurance commissioner's office noted that in addition to the physical facilities and work force in the Dover area, "we can provide the ability to secure financing" through insurance companies chartered in the state.

EMBRAER CHIEF EXECUTIVE Ozires Silva, who was in San Diego for the Regional Airline Association convention early last week, flew to Wichita Thursday for a meeting with top Cessna officials about a possible joint venture for the EMB-145. The joint venture specifically would center on powerplant installation, including pylons, nacelles and related components since the Brazilian manufacturer's proposed EMB-145 would have the same aft-mounted engine configuration and engines (twin Allison GMA 3007) turbofans) as the new Cessna Citation X. *See related article on Page 170.*

REP. JOHN DINGELL (D-Mich.) is expected to meet with Rep. Jack Brooks (D-Tex.) within the next two weeks to discuss the fate of product liability reform legislation, H.R.3030. Dingell, who chairs the House Energy and Commerce Committee, has been a strong supporter of the legislation, but Brooks – who chairs the House Judiciary Committee – has been an equally staunch foe. Both committees have jurisdiction over the legislation.

TRAVELERS on corporate/business aircraft are considerably safer than automobile passengers according to statistics developed by Robert E. Breiling Associates of Boca Raton, Fla. and the National Safety Council. NSC data for the years 1987-1989 show that the rate of passenger fatalities in automobiles was 1.18 per 100 million passenger miles, while Breiling's data for the same period shows that the fatality rate was .96 per 100 million passenger miles for corporate and business air travel. The rate for just corporate/executive (professionally flown) flight operations was even better, 0.04 fatalities per 100 million passenger miles, the same safety level achieved by large scheduled airlines operating under Part 121.

FAA ADMINISTRATOR JAMES BUSEY told attendees at last week's Aircraft Owners and Pilots Association convention in New Orleans that he had just signed a new policy "to systematically eliminate hundreds of thousands of enforcement records from our files." Busey told pilots that he is aware of "the potentially devastating effect an enforcement case can have on your career..." and said under the new policy FAA will "rid our files of certificate suspension cases after five years, depending on the violation and provided, of course, that no other violations occur."

DATE FOR RESPONDING to an FAA request for proposals (RFP) for 16 turbine-powered flight inspection aircraft has been extended because potential bidders are concerned about the complexity of the RFP and the difficulty of developing bid packages. The agency is seeking three different classes of aircraft, which agency officials acknowledge prevents any single manufacturer from satisfying all requirements with its own product line, but FAA wants to award the contract for all 16 aircraft to a single bidder. In addition, the RFP specifies firm purchase agreements for only four aircraft, with the remaining 12 to be bid as options for delivery between 1993-1995. Deadline for submission of technical proposals had been in December, but technical proposals are now due April 6, with cost, life-cycle and related proposals due April 13.

NOW ONLINE WORLDWIDE

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – THIRD QUARTER UNIT SHIPMENTS

		3rd Quarter 91	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	21	70
TB-10	Tobago	4	24
TB-20	Trinidad	13	36
TB-21	Trinidad TC	1	4
Total		39	134
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	23	67
Total		23	67
(Quarterly Billings $1,811,766)			
AVIAT (formerly Christen Industries)			
• Single-Engine			
S-1T	Pitts	0	0
S-2B	Pitts	9	26
A-1	Husky	8	27
Total		17	53
(2 Export)			
(15 Domestic)			
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	21	64
BE-A36	Bonanza	19	56
BE-36TC	Bonanza	3	10
BE-36AT		5	21
• Multi-Engine			
BE-58	Baron	8	25
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	8	23
BE-200	Super King Air	4	15
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	2
BE-300	Super King Air	2	4
BE-350	King Air	5	24
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	13	35
Starship 2000		3	4
Beechjet 400A		0	9
Total		91	292
(Quarterly Billings $113,545,934)			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	9	26
BAe 146-100		0	2
BAe 146-200		4	6
BAe 146-300		4	11
HS-125-800A		0	3
HS-125-800B		0	6
Total		17	54
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	2	5
BN-2T	Islander	0	1
Total		2	6
CANADAIR			
• Multi-Engine			
CL-601-3A		4	13
Total		4	13

		3rd Quarter 91	Cal. Year
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	16	46
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	10	26
CE-650	Citation III	2	9
CE-650	Citation VI	0	2
CE-560	Citation V	13	41
Total		41	124
(Quarterly Billings $127,455,905)			
DASSAULT AVIATION			
• Multi-Engine			
AD-My.50	Falcon	3	9
AD-My.900	Falcon	1	8
Total		4	17
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	3	17
DHC-8	Series 300	4	27
Total		7	44
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	4	9
EMB-711ST	Corison II	0	0
EMB-712	Tupi	0	1
EMB-720	Minuano	3	8
• Multi-Engine			
EMB-110	Bandeirante	1	3
EMB-120	Brasilia	3	23
EMB-121	Xingu	0	0
EMB-810D	Seneca II	5	21
EMB-820		0	0
EMB-821	Carajah	0	1
Total		16	66
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin IV-C		0	0
Metro III		2	11
Expediter		0	0
Total		2	11
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	6	18
Total		6	18
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	0	5
Total		0	5
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	3	10
Total		3	10
(1 Export)			
(2 Domestic)			

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		3rd Quarter 91	Cal. Year
LEARJET CORP.			
• Multi-Engine			
LR-31		1	6
LR-31A		2	2
LR-35A		1	5
LR-36A		0	0
LR-55C		0	2
Total		4	15
(Quarterly Billings $18,372,735)			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		1	3
MX-7-180	Lunar Rocket	3	6
M7-235	Super Rocket	5	12
MX-7-235		1	4
MX-7-420		0	1
MXT-7-180		8	17
Total		18	43
(Quarterly Billings $1,286,786)			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	0	22
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	0	1
M-20L	PFM	0	0
M-20J	AT	8	8
M-20M	TLS	14	39
Total		22	70
(4 Export)			
(18 Domestic)			

		3rd Quarter 91	Cal. Year
PIAGGIO AVANTI			
• Multi-Engine			
P-180		4	4
Total		4	4
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-18-150	Super Cub	0	0
PA-28-161	Warrior	0	0
PA-28-161	Cadet	0	1
PA-28-281	Archer II	0	0
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	0	0
PA-32-301	Saratoga	0	14
PA-32R-301	Saratoga SP	1	1
PA-46-350P	Mirage	1	3
• Multi-Engine			
PA-34-220T	Seneca III	4	13
PA-42-720	Cheyenne IIIA	0	3
PA-42-1000	Cheyenne 400	1	1
PA-44-180	Seminole	0	0
Total		7	36
TBM.SA COMPANY			
• Single-Engine			
TBM-700		9	12
Total		9	12
SINGLE-ENGINE		204	623
MULTI-ENGINE		132	471
GRAND TOTAL		336	1,094

UNIT SHIPMENTS COMPARATIVE TREND: 21 MANUFACTURERS

	3rd Quarter			Calendar Year to Date		
	1991	1990	1989	1991	1990	1989
Aerospatiale	39	60	28	134	150	95
American General	23	4	*	67	4	*
Aviat	17	17	19	53	51	56
Beech	91	114	89	292	310	259
British Aerospace	17	28	34	54	79	76
Britten-Norman	2	1	5	6	11	7
Canadair	4	7	5	13	22	13
Cessna	41	39	45	124	120	119
Dassault	4	7	5	17	22	22
De Havilland	7	10	18	44	42	39
Embraer	16	31	48	66	90	98
Fairchild	2	3	2	11	9	9
Gulfstream	6	8	10	18	27	28
Israel	0	4	1	5	7	5
Lake	3	*	5	10	*	18
Learjet	4	5	10	15	18	15
Maule Air	18	7	10	43	22	27
Mooney	22	32	43	70	105	83
Piaggio Avanti	4	*	*	4	*	*
Piper	7	43	191	36	149	470
TBM	9	*	*	12	*	*
Total	336	420	568	1,094	1,238	1,439

* Figures not available

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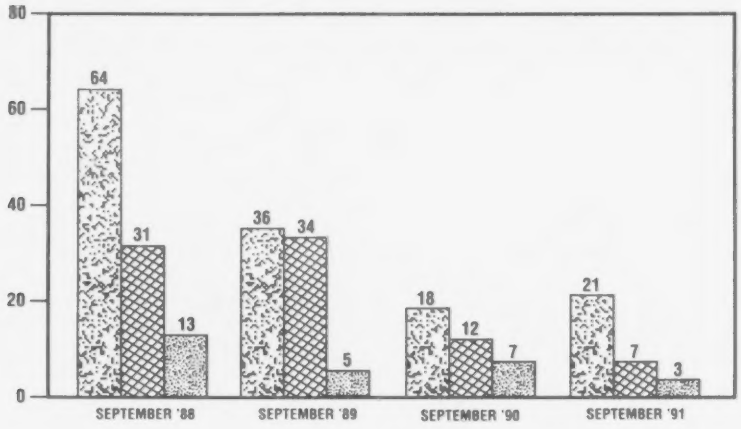
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR SEPTEMBER OF 1991

LIGHT

Sv601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B /C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS/760 Paris Jet

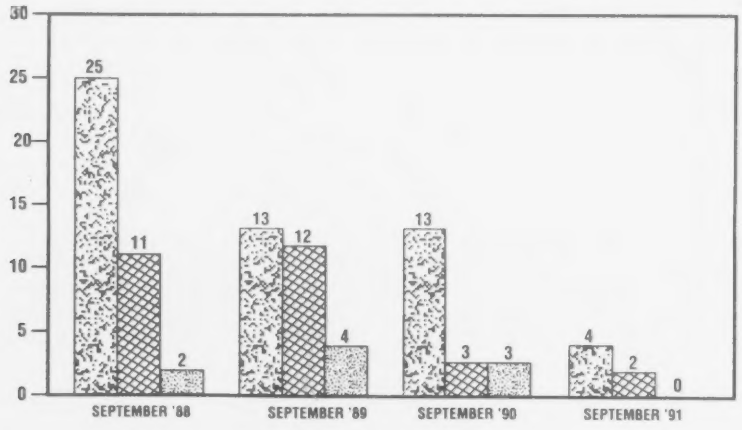
MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55CLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



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Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS

OCTOBER '91

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1991 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	L-25C	Crash during approach in heavy rain,IMC	PT-KKV	Brazil	App	Pass	5	D
02-06	MU-300	Swerve landing to avoid deer on rwy.	-	VA	Ldg	Pass	-	M
02-14	G-II	Ran off runway landing, IMC conditions	N85EQ	OH	Ldg	Pass	-	S
02-13	L-35A	Crash during approach	N535PC	CO	App	Pass	3	D
02-16	CE-500	Failed to extend gear prior landing	N11HJ	U.K.	Ldg	Tra	-	S
02-18	DA-900	Uncontained engine failure during climb	N90EW	CO	Clb	Pass	-	M
02-23	1123	Overshot landing, main gear collapse	XA-POJ	FL	Ldg	Pass	-	S
03-01	CE-550	Left main ldg. gear collapsed landing	N1958N	GA	Ldg	Pass	-	M
03-04	L-35A	Veered off runway during landing	N136JP	OH	Ldg	Pass	-	M
03-16	HS-125-1A	Collided with mountain, night departure	N831LC	CA	Clb	Pass	10	D
03-18	CE-650	Cowling separation during flight	C-GCFP	ID	Cru	Pass	-	M
03-18	L-25D	Crash app. in IMC, no further information	PT-LLL	Brazil	Ldg	Pass	4	D
04-02	CE-500	Hard ldg., windshear, nose gear collapse	N101HB	CA	Ldg	Pass	-	M
04-08	1124	Swerve, runway departure during takeoff	N41WH	CO	TO	Pass	-	M
04-10	NA-265	Nose gear collapse ldg. Hyd. malf/failure	N71460	VA	Ldg	Pass	-	M
05-21	CE-550	Crash during landing,no other information	5N-AMR	Nigeria	Ldg	Pass	2	D
06-17	G-II	Hit mountainous terrain during approach	N204RC	Venez.	App	Pass	4	D
06-29	G-IV	Severe convective activity, dual eng.loss	5N-FGP	Nigeria	Cru	Pass	-	M
07-02	L-23	Ran off runway end during landing	N500FM	TN	Ldg	Crgo	-	S
07-23	L-23	Crash off departure end of rwy.during TO.	N959SC	MI	TO	Pass	3	D
09-04	G-II	Crash during descent for ldg., Malaysia	N204C	Malaysia	Desc	Pass	13	D
09-14	DA-20C	High fast app.delay go-around,hit trees	I-NLAE	Italy	Ldg	Pass	1	D

Information is based on preliminary reports and is subject to change as investigation continues.

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1991 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	BE-90F	Pwr.loss init.clb.,following eng.change	N311DS	TX	Clb	Ferry	-	S
01-11	BE-200	Hard landing in IMC, icing conditions	N200MR	MO	Ldg	EMS	-	S
01-14	BE-200	Fuel exhaustion, off airport landing	G-VPLC	U.K.	Ldg	Pass	-	S
01-30	BE-200	Hit snowbank on rwy side.IMC,low vis.app.	N30SE	PA	Ldg	Pass	-	S
02-01	BE-200	Engine cowl separation in flight	N5584M	IN	Desc	Pass	-	M
02-22	MU-2	Crash following steep turn on takeoff	N274MA	OK	TO	Test	3	D
03-13	BE-200	Rt. main gear collapsed during landing	G-SWFT	U.K.	Ldg	Pass	-	S
03-30	PA-31T	Nose gear collapsed landing	N308SC	AK	Ldg	Pass	-	S
05-04	BE-90F	Nose gear collapsed landing	N208RC	FL	Ldg	Pass	-	S
05-07	MU-2	Mid air during attempted night formation	N106MA	TX	Clb	Ferry	1	D
05-21	MU-2	Crash, circumstances unknown	F-GDHS	France	App	Pass	3	D
05-23	AC-690C	Partial flap sys. failure on approach	N81TR	CO	App	Ferry	-	N
06-17	BE-90	Gear up landing	N819P	WA	Ldg	Ferry	-	S
06-23	SA-227TT	Veered right landing, nose gear collapse	N13JV	MS	Ldg	Ferry	-	S
06-28	MU-2	Near miss at night on approach, hit water	N2CJ	CA	App	Pass	4	D
07-20	BE-90B	Parachute shrouds jammed in stabilizer	N9HW	OH	Maneu	Other	-	S
07-20	BE-200	Cowling door separated in flight	N770M	WI	Cru	Pass	-	M
09-08	MU-2K	Crash during TO, possible engine loss	N321ST	Cda	TO	Pass	3	D
09-20	MU-2B	Landed in field short of runway	N750QQ	OK	Ldg	Pass	-	M

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